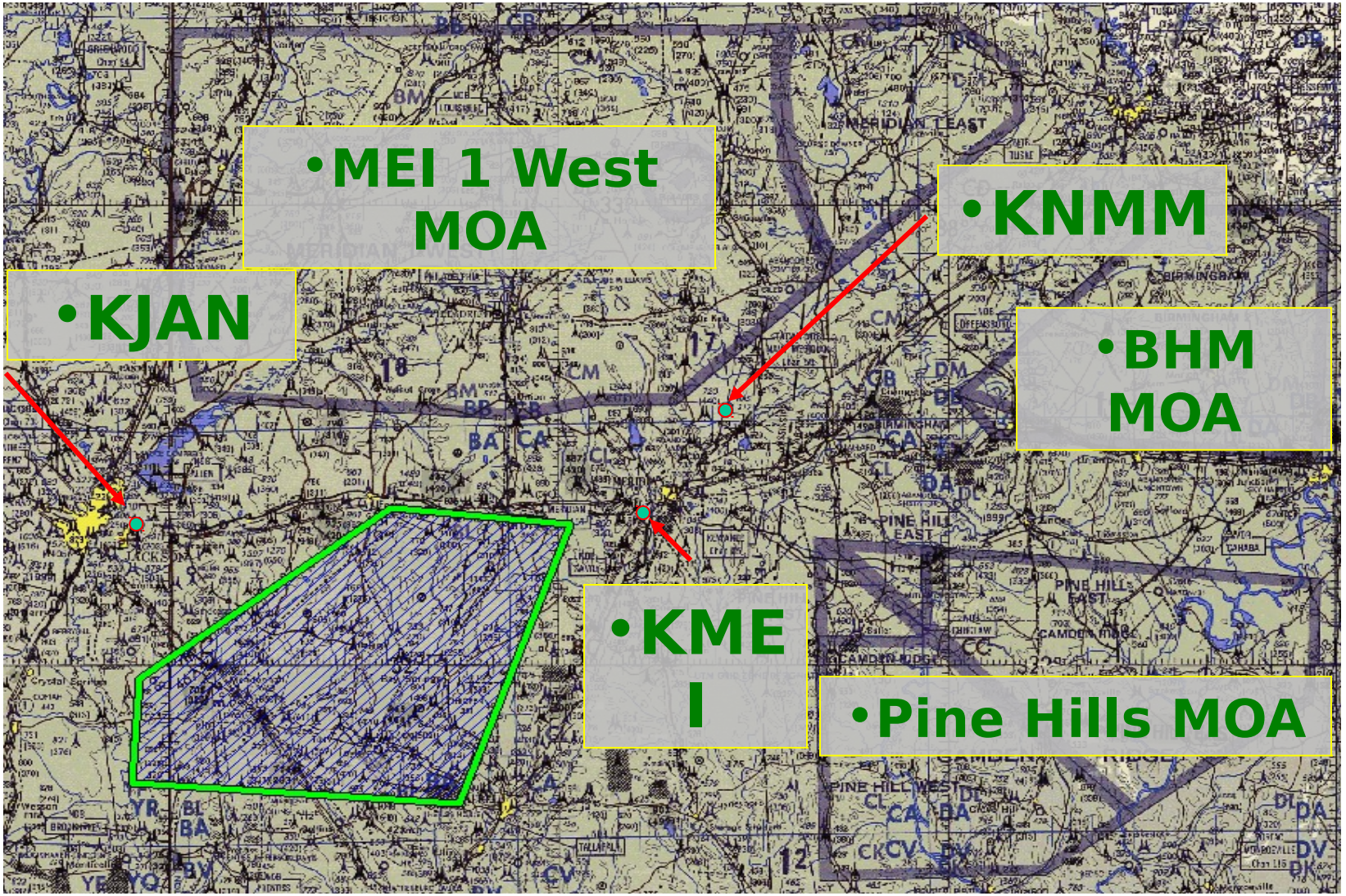
TRAINING AIR WING ONE

NAS MERIDIAN
MISSISSIPPI

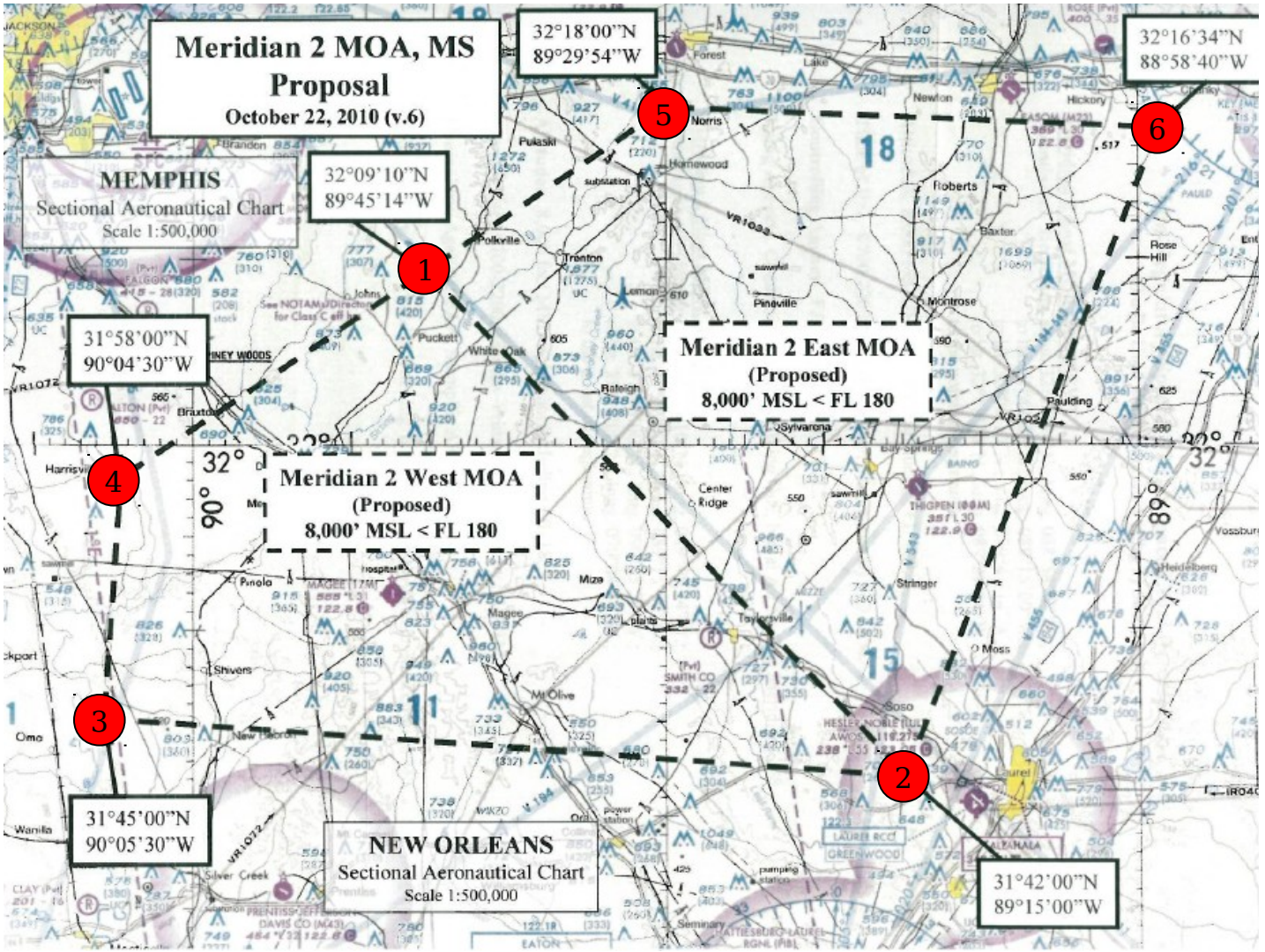
Purpose

To familiarize TRAWING ONE aircrew with MOA 2 procedures

MEI2 MOA Relative Location



Close Up


Meridian 2 MOA, MS
Proposal
October 22, 2010 (v.6)
32°18'00"N
89°29'54"W
32°16'34"N
88°58'40"W
32°09'10"N
89°45'14"W
31°58'00"N
90°04'30"W
31°45'00"N
90°05'30"W
31°42'00"N
89°15'00"W
MEMPHIS
Sectional Aeronautical Chart
Scale 1:500,000
NEW ORLEANS
Sectional Aeronautical Chart
Scale 1:500,000
Meridian 2 East MOA
(Proposed)
8,000' MSL < FL 180
Meridian 2 West MOA
(Proposed)
8,000' MSL < FL 180
1
2
3
4
5
6

Definitions

- Waypoints
  - PT 1 N 32 09 10 W 89 45 14
  - PT 2 N 31 42 00 W 89 15 00
  - PT 3 N 31 45 00 W 90 05 30
  - PT 4 N 31 58 00 W 90 04 30
  - PT 5 N 32 18 00 W 89 29 54
  - PT 6 N 32 16 34 W 88 58 40

- Sequence
  - 1-2-3-4-5-6-2

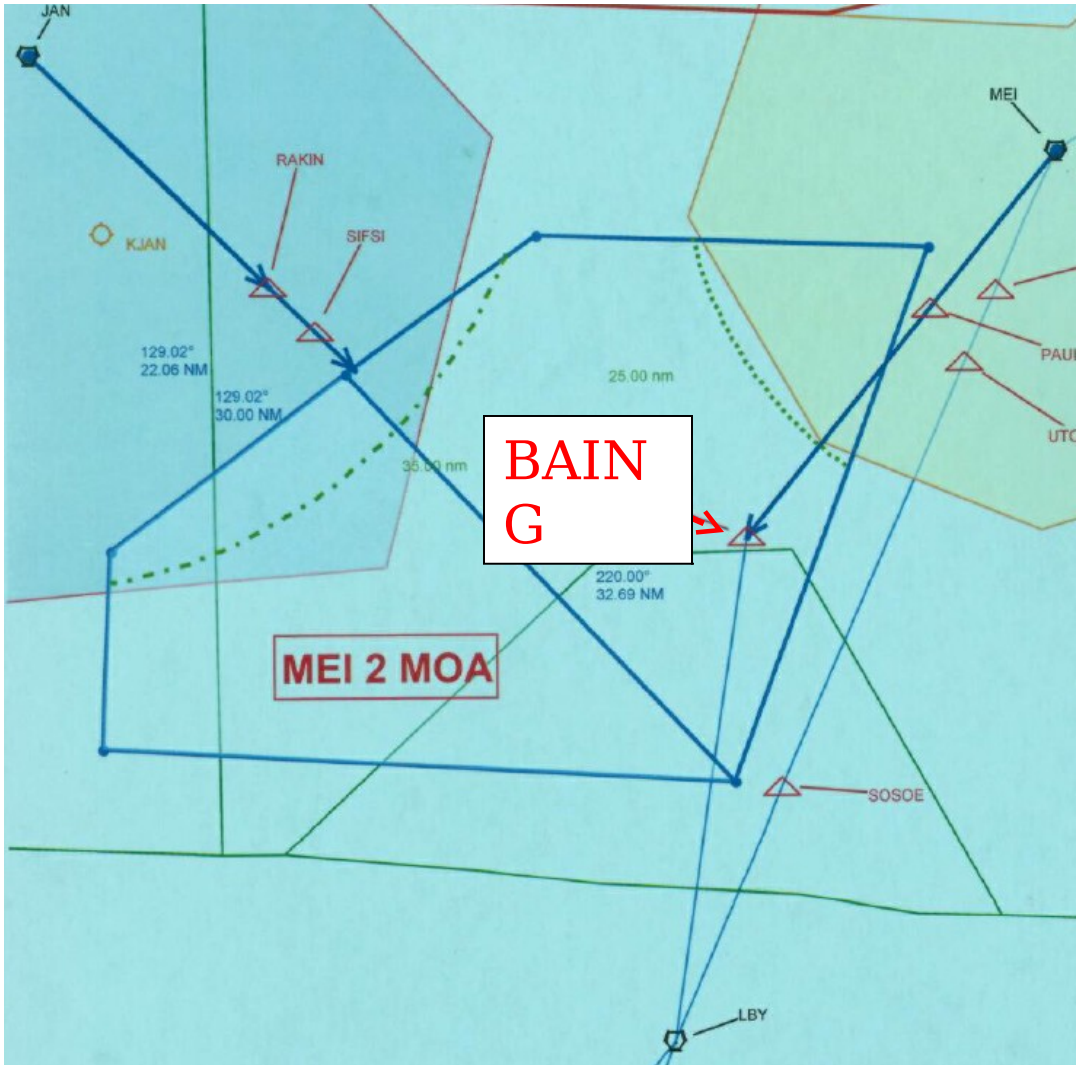
- Altitude
  - 8K-FL230 (request what is needed)

Entry/Exit Point

- BAING

  N 31 58 00 W 89 13 30
  MEI 220 R / 33 DME
  LBY 005 R / 33 DME
  (LBY is 43X)

- Waypoints are on brick load on page 8



Stereo Routes

- Ocean KNMM – MOA 2 - KNMM
- Ocean1 KNMM – MOA 2 – DSOTO – MEI – NMM
- Ocean2 KNMM – MOA 2 - KMEI
- Ocean2R KMEI – MOA 2 – KNMM

- Clearances are all direct BAING at 10K (even from Key Field)
- Expect standard departure instructions runway heading to 7K (5K from KMEI).

Entry Procedure

- Entry
  - Runway heading to 7K on button 4.
  - At some point, you will be cleared direct BAING, cleared to climb to 10K, and switched to button 5 (not necessarily in that order).
  - Request the portion of the MOA that you need. You can request just the eastern half and any upper altitude limit up to FL230.
  - Switch area common (button 20) when directed and check in for de-confliction.
  - Don’t work in Northeastern area at 10K for incoming traffic.

In the MOA

- Don’t work in Northeastern area at 10K for incoming traffic.
- The floor of the MOA is 8K, BUT, per the LOA, 8K is for recoveries only!
- Beware interlopers! New MOA.

Exit Procedure

- Exit
  - Proceed direct BAING.
  - Passing 10K, check out on area common.
  - Take 9K, contact Memphis Center and ask for BAING recovery.
  - Once cleared on BAING recovery, take 8K and proceed direct McCain
  - Center will switch you to Approach.
  - Check in with approach and state desires (Key Field, PA, approaches, etc.)

NORDO Procedures

- VMC
  - Maintain VMC, Squawk 7600, proceed to overhead at McCain IAW Wing SOP.

- IMC
  - While Enroute to MOA – via the last ATC assigned altitude direct BAING, then descend to 6000 or maintain the last assigned altitude, whichever is lower, direct to the initial approach fix for the active runway at NMM and execute the approach. The ILS approach, if available, must be used when landing Runway 19L.

  - After MOA Assignment – proceed direct BAING at 8000 feet, then descend to 6000 feet direct to the initial approach fix for the active runway at NMM and execute the approach. The ILS approach, if available, must be used when landing Runway 19L.

  - DSOTO Recovery – proceed direct DSOTO at the last

TIMS Plug

- Flight Records and MOA usage
  - When doing your flight records, please be sure to log the use of the airspace. This is important for keeping our training airspace!